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# Factors Effecting Motor Vehicle Growth in Dhaka

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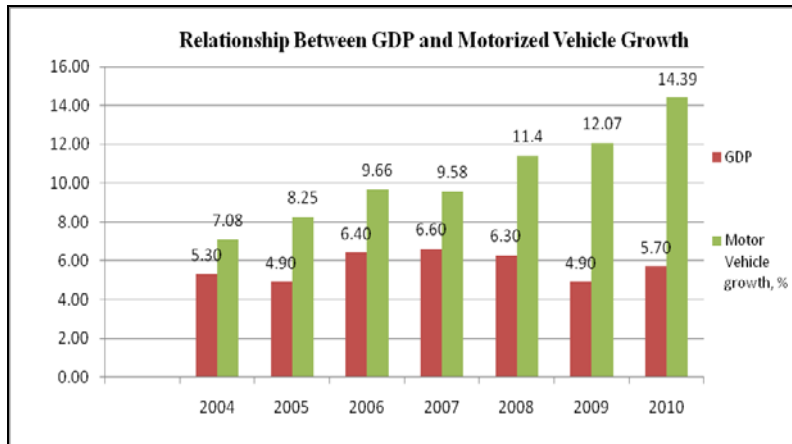
## 1. Introduction

Dhaka's traffic is heterogeneous, both motorized (MT) and non-motorized (NMT) transport are common. Traffic congestion has become a part of city dwellers' lives. This paper explores the factors for motor vehicle growth in Dhaka. The scope of the paper will be limited to literature review.

## 2. Factors Affecting Motor Vehicle Growth

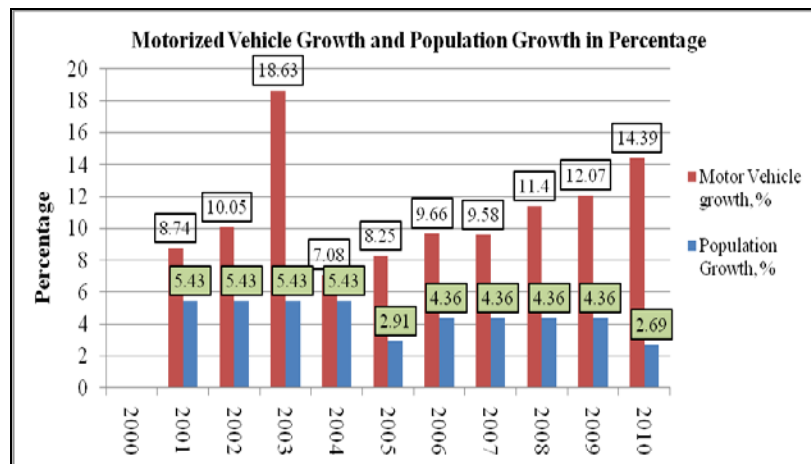
### 2.1 GDP and Population Growth

In Dhaka GDP growth is stagnant but motor vehicle growth is much higher in comparison, thereby not growing in direct relation to GDP (Figure 1).



Source: Bangladesh Bureau of Statistics, 2010; UN, 2001

**Figure 1: Relationship between GDP and Registered Motorized Vehicles Growth**



Source: Bangladesh Road Transport Authority (BRTA), 2010; UN 2001 and calculated

**Figure 2: Trend of Motor Vehicle and Population Growth, Dhaka**

## 2.2 Fuel Prices

Every year Government of Bangladesh provides 3000 crore taka (about 37, 17, 00,000 AUD) as subsidy for petrol/fuel supply (Ahmed, 2007). On 6th May 2011 the Government increased the price of all fuel except CNG, to ease the subsidy burden. Inexpensive CNG price is one of the main factors for private car growth, as most of the cars in Dhaka are driven by CNG fuel.

**Table 1: Fuel Price in Dhaka**

Fuel Type	Price
Petrol	76 taka/litre (0.95AUD/litre)

Octane	79 taka/litre (1 AUD/litre)
Diesel and Kerosene	46 taka/litre (0.55 AUD/litre)
Furnace Oil	42 taka/litre (0.50 AUD/litre)
CNG	8.50 taka/ meter-cube (0.10 AUD/ meter-cube)

### **2.3 Government policy for Importing Motor vehicle**

In 2011 to reduce the number of motor vehicles from road, the Government introduced a new policy to reduce age of reconditioned imported cars to three years from existing five years (Mala, 2011), to discourage importing substandard vehicles from neighboring countries.

### **2.4 Banning Rickshaw**

Government has decided to ban rickshaws on many parts of Dhaka, without improving public transport, walking and riding bicycle facility, increasing the demand for travel by private car.

## **3. Concluding Remarks**

From this analysis, Dhaka's motor vehicle growth is being driven by inexpensive fuel price; inadequate public transport; and poor policy for motor vehicle; are the main causes. Banning rickshaw without improving public transport has proven to be poor policy by marginalizing poorer people, and encouraging importing new cars also cause of increasing substandard cheap new vehicles on Dhaka's roads rather than importing reconditioned vehicles from Japan. So to contain motor vehicle growth the Government must act to improve transport policy.

## **4. References:**

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